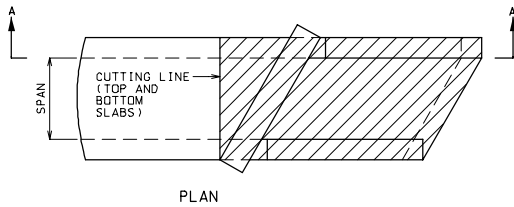
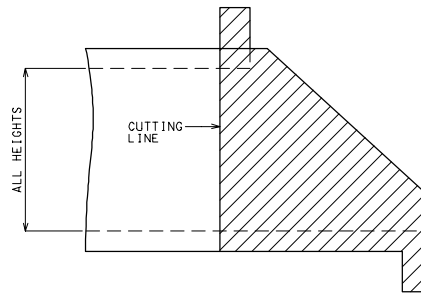


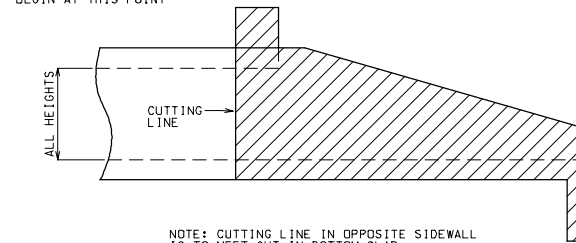
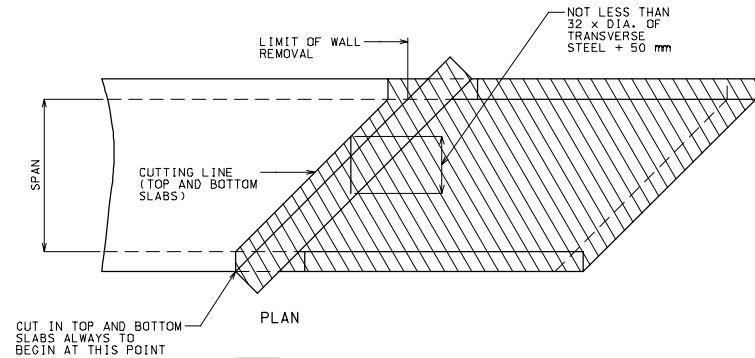
SECTION A-A



PLAN



SIDE ELEVATION
NO SKEW OR SKEWS LESS THAN 20°



NOTE: CUTTING LINE IN OPPOSITE SIDEWALL IS TO MEET CUT IN BOTTOM SLAB.

SIDE ELEVATION
SKEW OF 20° OR MORE

GENERAL NOTES:

THE HATCHED PARTS OF THESE DRAWINGS INDICATE THOSE PORTIONS OF THE EXISTING CULVERT WHICH ARE TO BE REMOVED.

ALL REINFORCING BARS WITHIN AREAS SHOWN TO BE REMOVED, THAT ARE BONDED IN UNDISTURBED OLD CONCRETE, SHALL BE CLEANLY STRIPPED, STRAIGHTENED, AND EXTENDED INTO NEW CONCRETE.

SEE STANDARD SPECIFICATIONS FOR REQUIRED BUSHHAMMERING AND TREATING OF OLD CONCRETE SURFACES WHICH ARE TO RECEIVE NEW CONCRETE.

A CONTINUOUS V-GROOVE AT LEAST 25 mm IN DEPTH SHALL BE CUT ON THE FACE OF THE CONCRETE AS A GUIDE FOR THE LINE OF BREAK AND TO PREVENT SPALLING.

THE BOX EXTENSION OPENING SHALL BE BUILT TO MATCH THE EXISTING BOX OPENING. WHEN THE EXISTING OPENING DOES NOT MATCH A SIZE FROM THE TABLES, THE NEXT LARGER SIZE SHALL BE USED FOR DETERMINING THE MEMBER SIZES AND REINFORCEMENT.

MISSOURI HIGHWAY AND TRANSPORTATION
COMMISSION

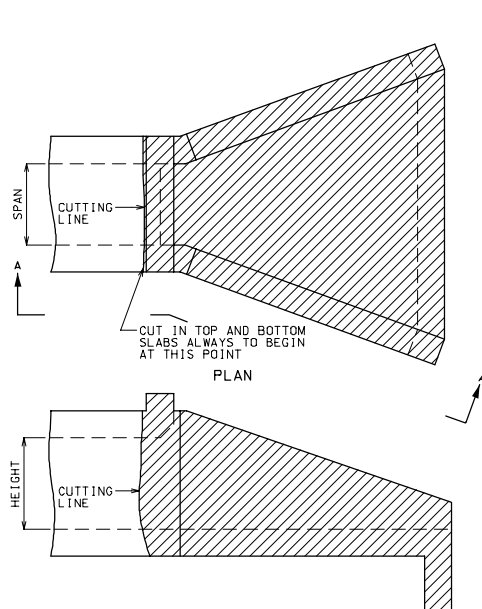
CONCRETE BOX CULVERTS
CUTTING DETAILS
EXTENSION TO STRAIGHT WINGS

DATE: _____

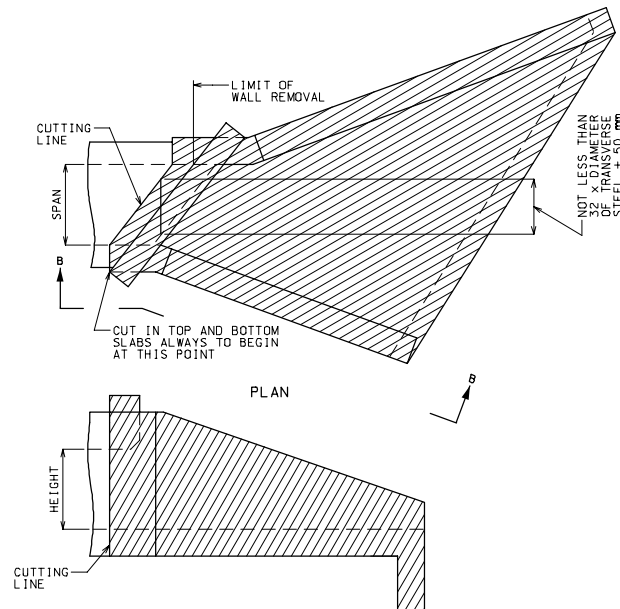
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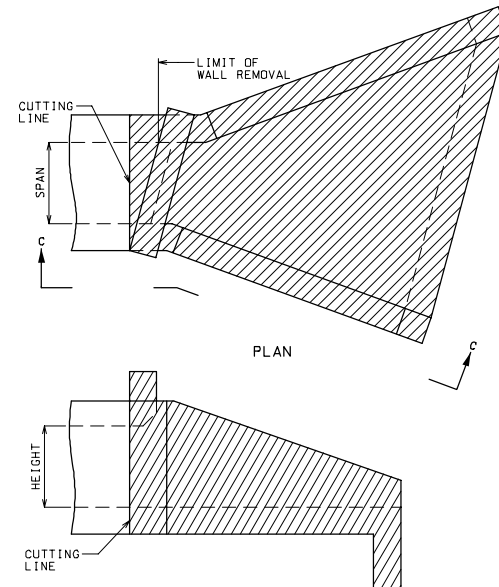
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2



ELEVATION A-A
NO SKEW



ELEVATION B-B
SKEWS OF 20° OR MORE



ELEVATION C-C
SKEWS LESS THAN 20°

GENERAL NOTES:

THE HATCHED PARTS OF THESE DRAWINGS INDICATE THOSE PORTIONS OF THE EXISTING CULVERT WHICH ARE TO BE REMOVED.

ALL REINFORCING BARS WITHIN AREAS SHOWN TO BE REMOVED, THAT ARE BONDED IN UNDISTURBED OLD CONCRETE, SHALL BE CLEANLY STRIPPED, STRAIGHTENED, AND EXTENDED INTO NEW CONCRETE.

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MISSOURI HIGHWAY AND TRANSPORTATION
COMMISSION

CONCRETE BOX CULVERTS CUTTING DETAILS EXTENSION TO FLARED WINGS

DATE: _____

EFFECTIVE: 10-01-2000

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